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SOVIET WATER TRANSPORT INDUSTRY, APRIL 1954

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Plans and Preparations as 1954 Navigation Season Opens

As a result of laxity on the part of Glavtsentriflot and the chiefs of its Volga River steamship lines, Saburov and Seleznev, there are more than a hundred ships (diesel and steam vessels, barges, depot ships, and dredges) still waiting to be prepared for navigation in yards and repair shops of the Volga Freight and Volga Freight and Passenger steamship lines.

Numerous paddle steamers, which are to sail to the Vyatka River as soon as the ice breaks on the Kama River, are being prepared for service very slowly in the Yard imeni Kuybyshev (director Koleskin). Work is also progressing slowly on the S/S Orel in the Pamyat' Parizhskoy Kommuny Yard, although this ship is to begin service on the upper Vetluga River as soon as navigation is possible. The Chistopol' Yard (director Leznov) has not even supplied the cylinder liners for the engine of this ship as yet. At the Vladimirovka Yard, only about 15 of the 90 barges that wintered there have been readied for navigation.

The basic deficiency at the present time, and the cause of much of this delay, is the poor supply of materials to the repair enterprises.

The Astrakhan' Yard imeni Uritskiy is a main wintering base for refrigerator ships, but with the navigation season about to open in Astrakhan', the yard has still not received a supply of calcium chloride without which the ships' refrigerators must remain inactive. The yard is also short of portable class, fireproof,

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and white pigment: yet, none of the directors of the Volga Freight and Passenger Steamship Line (least of all, the chief of the Material and Technical Supply Division, Mysnik) concern themselves in the least about this matter. The Yard Pamyat' Parizhskey Kommu. (of the same line) is also held up on repair work by shortages of porthole glass, gas pipe, electric equipment, and "raventukh" [probably "ravenduk" -- canvas].

The situation in the enterprises of the Volga Freight Steamship Line is no better. The Vladimirovka Yard, where many wooden barges are repaired, has been left without sufficient quantities of lumber. In the next few days, 18 barges are to be put into dock there (of which 13 must have their stem and stern posts replaced), but there is no wood for these repairs, nor are there supplies of porthole glass, sulfuric acid for batteries, or many other materials. Such material shortages also exist in the Krasnoarmeysk Yard. Diesel vessels which wintered in quarters at this yard have not had their electric systems and thermometers sufficiently repaired, and they cannot be fully prepared for navigation until spare parts for 18-D and 2-Ch engines are supplied. The director of the Krasnoarmeysk Yard, Aksenov, and his chief engineer, Grigor'yev, have poorly organized work at the yard all winter.

Failures such as these can be seen throughout the yards, steamship lines, and the main administration. The Yard imeni Kuybyshev does not have sufficient quantities of rope, - a basic need. Steamships which are to get up steam in the near future are not fully manned by firemen, and in the Alekseyev Shops it is not even clear just how ships will be bunkered so that they may leave the shops. The director of the shops, Belyanichev, has requested, and rightfully so, that Glavtsentrotflot and Glavnefteflot (Main Administration of the Petroleum Fleet) discuss the bunkering of these ships by the Volgotanker ship S/S Burevestnik without delay.

In the Kuybyshev Yard only 14 ships have been prepared for navigation, while 35 self-propelled vessels, 19 non-self-propelled ships, and 13 depot ships are still waiting for repairs. This fault is compounded by the fact that the ships not ready for service are heavy capacity diesel cargo ships, the ones which will be needed at the outset of the navigation season.(1)

Navigation began on the lower Volga River about 11 April with the cruise of the M/V Serzhant Pavlov from Astrakhan' to the village of Olya [45-48 N 47-31 E]. (2)

Further north, navigation began on the Volga and Oka rivers with the passenger ship S/S Volga under way on her first trip of the year on 26 April. The ship was carrying 300 passengers and her holds were loaded with consumer goods. At about the same time, the cargo-passenger ship S/S Sergo Ordzhonikidze was dispatched on the first trip to Shcherbakov, and the S/S Grigoriy Pirogov and the S/S Nekrasov began the trip along the Oka River toward Moscow.(3)

The regular navigation of passenger steamers began on the upper Volga River around 15 April with sailings between Yaroslavl' and Tutayev by the S/S Nekrasov, S/S Perekop, and S/S Merkurii. On 17 April the passenger ship S/S Mekhanik sailed from Yaroslavl' for Shcherbakov, while the S/S Zlatovratskiy began the trip between the same cities in the opposite direction.(4)

The Volgotanker Steamship Line will organize two new towing lines, Ufa-Derbeshinskiy and Ufa-Kamskoye Ust'ye, when the ice clears. These lines will operate 11 steamships, and petroleum shipping and receiving points will be provided with new launches and a new depot ship, the hull of the old diesel vessel Kronshadt.(5)

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In addition to petroleum shipment, the Volgotanker Steamship Line will undertake the transport of agricultural cargoes in 1954, employing fast tankers for this purpose.(6)

The navigation season has also opened on the Kama River where the river workers are to transport 2,230,000 tons more cargo in 1954 than in 1953. The shipment of consumer goods is to increase by 65 percent, and 2,245,000 cubic meters more timber will be shipped than in 1953. Tows of timber rafts will be dispatched downstream at 3-4 hour intervals.

The Kama Steamship Lines' fleet has been increased to a considerable extent allowing the opening in May of a regular passenger run along the Molotov Reservoir. In addition, passenger ships will be sent for the first time along the Chusovaya River, a considerable portion of which is now navigable.(7)

Some local passenger service began unusually early this year in Moscow, with the passenger vessel M/V No 16 opening navigation between Kozhukhovo and Nogatino around 19 March. A river icebreaker was called upon to open the channel for the first trip.(8) Freight movement did not begin on the Moscow River until 7 April, when eight tows left South Port (Moscow), with the tug S/S KIM among the first.(9) On 1 May, a suburban line will be opened along the Moscow River connecting Moscow and Faustovo. The line is designed primarily to serve kolkhoz workers who deliver produce to the markets in the capital. Two Moskvich-type cutters will operate on the run with stops at Andreyevka, Myachkovo, Zaozer'ye, Sof'ino, Markovo, Bronnitsy, Ryblov, Faustovo, and other places.(10)

The M/V Aleksandr Matrosov opened the navigation season in Leningrad when it was moved from the ship repair yard to the loading pier in order to lift a cargo of plywood. On 29 April, the S/S Valday moored at the port's first section to deliver a cargo of consumer goods, and on the same date the S/S Belostrov arrived with passengers and freight for the canning industry after a London-Stockholm-Helsinki-Leningrad trip. On 1 May, the S/S Borodino was approaching the port with consumer goods.(11)

In the Northwestern River Basin, the navigation season opened around the end of March as the passenger ship S/S Arzamas opened service along the Neva River.(12)

As of 10 March the navigation season had not begun on the rivers of the Latvian SSR, but the icebreaking tugs Matros, Salyut, Venta, Lachplesis, and others have been repaired ahead of schedule and are ready to begin operations. The Latvian river fleet is being increased by 17 new ships in 1954, and new cranes are being installed in river ports.(13)

Vessel traffic began on the rivers of the Belorussian SSR around 18 April, with freight movement on the Dnepr, Pripyat', Neman, and Berezina rivers. Service has also begun on the small rivers of the republic including the upper Oressa, Svisloch', and Usvyacha (empties into the Zapadnaya Dvina at 55-26N and 30-46E).(14)

The M/V Minsk, towing four barges loaded with construction materials, opened the season on the Dnepr River on 26 March.(15) The M/V Moskva and the M/V Shtorm sailed from Bendery about the same time on their first trips of the year. The Dnepr River expects to handle 1.5 times as much freight in 1954 as in 1953.(16)

On 9 April the navigation season opened on the Don River with the sailing of the tug S/S Smol'nyy with a tow of three barges and two floating cranes to be delivered to the station at Semikarakorskaya [47-31N and 40-48E]. On about the same date the passenger vessel M/V Moskvich was sent on its first trip to the stations at Staro-Cherkasskaya [47-14N and 40-02E], Bagayevskaya [47-20N and 40-24E], and Yelizavetinskaya.(17)

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The Black Sea Steamship Company has announced that it will begin operating on the new spring and summer schedules as of 1 April. The passenger ships Rossiya, Pobeda, Gruzziya, and Ukraina will sail on the Crimea-Caucasus Line, making the run from Odessa to Batumi in 3 days instead of 4 days as in the past. Ships will sail daily on the Odessa-Kherson and Odessa-Nikolayev lines during the summer, and a new line, Odessa-Khorly-Skudovsk, will be opened to link Odessa with the agricultural areas of the Dnepr River.

Since the Volga-Don Canal makes large volume passenger traffic possible from north to south, the Black Sea Steamship Company has organized regular express service to the resort cities with a line connecting Odessa, Zhdanov, and Sochi. Ships operating on this line will stop at Yevpatoriya, Sev'stopol', Yalta, Feodosiya, Kerch', and other cities. Departures will be made from Zhdanov every 4 days.(1)

Vessel traffic began along the Amu-Dar'ya River in the last week of March. The M/V No 45 made the first voyage of the year into Turkul' on 23 March (18), and in the lower section of the river the season was begun by the S/S Mclotov (sent to Kara-Kalpakiya with fuel), S/S Gromov, M/V Gogol', and M/V Nekrasov. (19)

In the eastern basins of the USSR, Glavvostokflot (Main Administration of the Eastern Basins Fleet and Ports) reported as early as November 1953 that measures were being taken to prepare for the 1954 navigation season. A 25-ton crane for handling heavy articles including agricultural machinery, was assembled and put into operation in Novosibirsk, and ships destined for grain shipments on the Ob', Yenisey, and Irtysh rivers were prepared for navigation. The chief of the Operations Division of Glavvostokflot, Ichalovskaya, reported that the problem of speeding rail-water combined shipments was being studied, and that new self-propelled cargo ships would be put into service in 1954 to handle small consignments of grain on the Lower Irtysh and West Siberian steamship lines.(20)

By the end of April, the river workers of the Yenisey River were making final preparations for the navigation season. In 1954 the Yenisey Steamship Line is increasing its number of express cargo lines and is assigning ten additional diesel vessels to operate on them. One of the lines will connect Sorokino, Krasnoyarsk, and Yeniseysk. On the downstream trip along this line cargoes will be carried to newly cultivated areas, and on the return trip upstream agricultural produce will be delivered to the large centers of the region.

To augment these new lines and the general increase in the number of ships operating on the river, 14 new shipping points will be opened.(11) This expansion in facilities on the Yenisey River is expected to handle 35 percent more cargo in 1954 than in 1953, with a corresponding increase of 43 percent in traffic on small rivers of the [Krasnoyarsk] kray.(14) The Yenisey Steamship Line has already reached agreements with MTS, kolkhozes, and other organizations for the transport of more than 8,000 tons of agricultural cargo.

Passenger traffic on the river is also being expanded, with emphasis on service to kolkhoz workers. At various points along the river, 12 new stations are being opened for the transit passenger fleet and 38 new stops for the local cutter fleet.(11) A new passenger line is being opened along the Nizhnyaya Tunguska River [65-47N and 89-58E], and in the far north regular passenger service between Igarka and Ostrov Dikson (Dikson Island) will be inaugurated.(21) On 18 April the flagship of the fleet, M/V Iosif Stalin, was prepared for navigation and was expected to sail with passengers to Dudinka as soon as navigation opened.(14)

The Irtysh River has had a rather unusual opening of navigation in 1954 with sailings beginning in the area of Tobol'sk about 1 May, while the section of the river further south, between Omsk and Pavlodar, remains frozen. The S/S Stalin-grad made the first trip of the year from Tobol'sk on 4 May carrying wood products

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to Mostovoye, and on the next day the S/S Admiral Ushakov delivered two barges of agricultural machinery from Tyumen' to Tobol'sk.(22) In the upper reaches of the Irtysh River, the season opened on 26 April with the sailing of the S/S Budenniy and S/S Mayakovskiy, each with a tow of fuel barges.(11)

Throughout the USSR, preparations are under way for the annual spring timber float which will begin as soon as the rivers are cleared of ice. Thousands of trucks and tractors are engaged in bringing logs into position for floating, and, as of the beginning of March, 2 million cubic meters more timber were ready to be floated than were ready at this same time in 1953.

The transport of timber through the Volga-Don Canal will be increased to a considerable extent this year, and timber rafts will be delivered to ports in the Aral Sea for the first time.(23)

The Ministry of Timber and Paper Industry is making every attempt to mechanize timber handling this year, and among other things is adding almost 400 new towing cutters to the fleet.(1)

Port Activities

If water transport in the USSR is to realize its planned increase in freight volume, port facilities must be increased simultaneously with expansion of fleet size and activity. These facilities can be increased either by broadening mechanization of cargo working equipment, increasing the efficiency of methods and workers, or the construction of new and expansion of old ports.

The first of these possibilities is being carried out with great vigor as evidenced by the fact that the sea and river ports of the USSR had 4.3 times more portal cranes and 6.33 times more floating cranes in 1953 than in 1940.(24)

This mechanization of cargo working operations has had a significant effect on the productivity of a port's workers and facilities. In the port of Aral'sk, for example, thousands of tons of grain pass through the port annually and must be transferred from railroad cars to water transport. In the past, a crew of from 15 to 16 stevedores was assigned to each freight car and carried sacks of grain from the cars to a conveyer which ran to barges. The average distance these bags had to be carried by hand was from 20-30 meters. Using this method, the cargo transferred during a shift did not exceed 10-12 tons per man. In 1953 the engineers of the port decided to mechanize this process. In addition to the conveyers running out from the railroad cars at a 90 degree angle, they placed another conveyer running longitudinally along the cars and immediately next to them. At those points where the grain bags were to transfer from the longitudinal conveyer to the ones running out from the freight cars to the barges, the engineers installed dumping plates at a 40 degree angle to the movement of the bags. Thus it was possible to transfer the bags from one conveyer to the other without the use of hand labor.

Under this system, the stevedores work only inside the freight cars, throwing bags on an inclined board down which they slide to the conveyer. Four cars may be worked simultaneously.

This new method has doubled the output of each stevedore during a shift, and some gangs have transferred as much as 36 and 33 tons per man in a shift. A single stevedore gang can now unload not one but two cars at the same time and do it in 20-30 minutes for an average car, or 40-60 minutes for a large capacity car.(25)

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In spite of these successes, however, there are cases where equipment is originally provided but for various reasons can not be fully exploited. In Tobol'sk, for example, a group of battery driven trucks (EK-2 type) was sent to aid in cargo working in 1949. But for the past 3 years the trucks have been out of service because the rubber tires are worn out. The wheels could not be restored to service at the yard so they were sent to the steamship line's (Lower Irtysh Steamship Line) warehouse with the assurance that they would be returned during the 1953 navigation season. As of April 1954, however, they had not been returned and the port is now appealing to the Minister of the Maritime and River Fleet to supply the port with tires and batteries for six trucks of the EK-2 type.(5)

Where equipment is available and intelligently used, however, the increase in cargo handled by a port is readily apparent. In the port of Ventspils, where cargo working operations are almost entirely mechanized, the amount of cargo being worked is more than double the 1948 level and the productivity of labor has tripled.(26)

A. Botongov, chief of Novosibirsk port, reports that the port there worked almost 2.5 times as much cargo in 1953 as in 1950, with more than 80 percent of it being handled by machinery.

In the north, the ports of Arkhangel'sk, Mezen', and Onega fulfilled their yearly plans, and the port of Arkhangel'sk recorded a profit of 12,316,000 rubles for the navigation season.(27)

In Riga, mechanization has made it possible for each stevedore to work an average of 37 tons of cargo during a shift as compared to 7 tons per man in 1946.(28)

The kinds of cargo machinery in use in Soviet sea ports can be seen in the following table which indicates that part of the total which was worked by various types of gear in ports of the [former] Ministry of the Maritime Fleet in 1949.(29)

<u>Type of Gear</u>	<u>Percentage of Total Mechanically Handled Cargo</u>
Portal and semi-portal cranes	54.00
Crawler cranes	15.40
Truck-mounted cranes	1.64
Railroad cranes	7.00
Floating cranes	3.60
Fork-lift trucks	2.34
Other types of cranes	2.37
Coal and ore loaders	2.00
Mechanical and pneumatic grain unloaders	0.50
Mechanized grain warehouses (mekhambary)	2.15
Conveyers	7.50
Other equipment	1.50

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In Novosibirsk, there has been an increase in mechanization of cargo working and, in addition, new construction has been carried out. Two new piers are ready there for the expected increase in cargo shipments during 1954, and for the port as a whole about 95 percent of all cargo handled during the year will be handled by machinery.(30)

New construction will also raise water transport in the Volga River region with the construction of a first class mechanized river port at Kazan'. Over 2 million cubic meters of earth have been removed from the port site there, and in 1954 the first 100 meters of cargo piers will be built. On 6 April dredge No 308 arrived at the site to begin construction of a breakwater, and suction dredge No 313 arrived several days earlier to build a breakwater in the area of the future passenger station.(31)

There are many areas where expansion must still be carried out due in some part to changes in the economic structure of the area. In the past, for example, the Upper Irtysh Steamship Line has done very little transporting of agricultural machinery and produce, hauling instead mostly salt, ore, coal, and other such bulk goods. With the opening of 844,000 hectares of virgin land for farming in the Pavlodar area, however, the line will become an important carrier of produce as well as machinery, fuel, and other supplies for the agricultural enterprises. The port at Pavlodar, which in the past was never one of the most important in the area, must be improved, and other facilities in the area must be prepared for the increase in importance which the expansion of agriculture will bring them.(1)

Shipbuilding and Ship Repair Yards

The shipbuilding and ship repair enterprises of the USSR are striving to cope with the task of maintaining the fleet in operation through the use of new and better equipment and techniques.

In the Khlebnikovo Ship Repair Yard, for example, many new techniques have been adopted which were developed by personnel of the yard. The productivity of the gluing shop was increased 15 times by the mechanization of gluing plywood used for inside partitions of ships. Other innovations throughout the yard made possible a saving of 200,000 rubles as a result of lowering the cost of ship repair.(32)

The workers of the Chardzhou Ship Repair Yard imeni 20 letiya TSSR have increased the commodity output of the yard without the use of additional equipment or production space.

Thanks to a new process developed there, a great many articles previously forged from bronze and steel are now made from very hard cast iron. This method has sharply reduced the amount of work involved in the production of these parts and has resulted in considerable savings of bronze and expensive types of steel. New techniques in the capital repair of steam boilers have also been developed; welding has been introduced in place of riveting, and autogenous cutting is replacing machine cutting. These new methods were used in repairing the boilers of the S/S Stakhanovets, S/S Shchors, and S/S Tadzhik, and in all these cases the work was completed in half the normal time at below normal costs.

In the lathe and fitting shops at Chardzhou, machines are currently being set up for the centrifugal grinding of babbitt bearings.(33)

The performance of the ship repair enterprises has been satisfactory in many cases, and in some instances it has been outstanding.

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The Khlebnikovo Ship Repair Yard has completed its ship repair plan with the completion of repairs on the M/V Molotov, M/V Lyapidevskiy, M/V Levanevskiy, and S/S Sovetskaya Respublika ahead of schedule.(32)

The repair of vessels at the Petrozavodsk wharf is progressing according to schedule with 21 ships of the 28 assigned already completed.(34)

The plan for the first four months of 1954 was completed ahead of schedule by the following enterprises of Glavmorrechprom (Main Administration of Maritime and River Shipbuilding): Odessa Yard (zavod), Moscow Shipbuilding and Ship Repair Yard (zavod), Kanonersk [Ship Repair] Yard (zavod), Yard (zavod) imeni Gadzhiyev, Yard (zavod) imeni Butyakov, Uglich Machine Building Plant, a radio equipment plant, and the Moscow Shipbuilding Yard (verf').(11)

The Arakchino wintering cove (Kazan') has undertaken the repair of around 300 ships during the winter, all of which are to be ready for navigation in April.(35)

As new equipment is added to repair facilities, these enterprises are able to embark on new types of work as well as carry out general types of work more efficiently.

When the Alekseyevskiy Ship Repair Shops were first organized they included machine, forging, woodworking, and foundry shops, a power station, and a wood-drying shed. At present a boiler-welding shop is being added and new living quarters are going up.

The existing shops within the enterprise are currently receiving the following new equipment which will broaden the shops' range of activities: drill presses, horizontal and vertical milling machines, pneumatic hammers, and mechanical loading elevators for the cupola furnaces. Electric planers and electric drills are also being used in certain operations.

The administration of the Lena Steamship Line has installed a battery charging and repair station at the Yakutsk Ship Repair Shops.(25)

The Neva Shipbuilding and Ship Repair Yard is undertaking the manufacture of new and more complicated types of production. An experimental firebox has been built with an automatic stoker, and a new coal loading and unloading machine has been constructed which is cheaper than the cranes usually used in this work. Coal loaders of this type will soon be sent to the ports at Kotlas and Pechora.

The yard has also produced a universal bending press (type LGS-2) which can be used for all bending operations on sheet hull steel of from 4 to 10 millimeters in thickness. Use of this machine will reduce the time required for bending from 1/3 to 2/3, depending on the thickness of the steel, and will improve the quality of the work. The yard will undertake the mass production of the LGS-2 for plants of the Ministry of Maritime and River Fleet.

Living conditions for workers at the plant are also improving with the addition of ten new residential buildings having an over-all area of 2,000 square meters.

In line with this general expansion of activities, the Kama Shipyard (one of the newest enterprises of the Kama Steamship Line) now is building standard design houses in addition to building and repairing vessels of the fleet.(1)

The ideal in ship repair work, of course, is to operate vessels in such a way that they require no winter repair work, or, in any case, to have such work done by the crews of the vessels. In this way the load of the ship repair yards can be reduced to a considerable extent.

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The small river fleet of the Latvian SSR has been able to operate an increasingly great number of ships without the necessity of winter yard repairs. In the winter of 1951-52, ten ships of the Administration for the Transport Utilization of Small Rivers (under the Council of Ministers, Latvian SSR) required no yard repairs; in the winter of 1952-53 there were 21 such ships, which meant a saving of 164,000 rubles; and this year the administration has 29 such ships.

The passenger ship M/V Spars (Captain Berzin') has operated 4 years without yard repairs, and its engine has operated 8,823 hours without plant repairs, although it was guaranteed by the manufacturer for only 2,500 hours.

On other vessels such as the tug M/V Dzintars and dredge ZD-6, considerable repair work has been done by the crews, and the craft are ready for service.

These facts mean that repair facilities of the republic were relieved of a considerable amount of work and were able to direct their efforts to vessels requiring more extensive repair. The Riga Operational Section, the Riga Technical Section, and all the industrial enterprises of the republic were able to serve a larger number of ships than ever before. (36)

Administration and Personnel

The All-Union Meeting of Activist Workers of the Maritime and River Fleet, held in Moscow from 1 to 6 March, was addressed by Z. A. Shashkov, the Minister of the Maritime and River Fleet. The minister reported during the course of his talk that water transport in the USSR carried 1.5 times as much cargo in 1953 as in 1940. (37)

The first meeting of the Union of Workers of the Maritime and River Fleet took place on 3 April at 1030 hours at the river station in Moscow's North Port (Khimki Station). Registration of delegates arriving from all parts of the nation was carried out at the Central Committee of the union. (ulitsa Kirova, 13) and at the Khimki River Station. (1)

In the Sakhalin Steamship Company, the problem of maintaining a stable labor force was apparent through most of 1953. The following examples illustrate the rapid turnover of crew members on vessels of that steamship company: in 9 months of 1953, the M/V Glinka had three chief mates, four third mates, three chief engineers, five third engineers, five fourth engineers, four boatswains, five chief radio operators and radio officers, and 24 other crew members. The S/S Vantsetti had a turnover of more than 40 men, and the S/S Anderma had a turnover of 39 men. (25)

In Salekhard, the Lower Irtysh Steamship Line has announced that they have both permanent and temporary openings at the Salekhard Wharf for stevedores, crane and steamship firemen, seamen, masters, carpenters, cabinetmakers, plasterers, crane operators, and general laborers.

Passage and travel expenses to the job are paid to workers in the Far North, and equipment and clothing is provided with deferred payments. Families are guaranteed living quarters, either individual or group. Those persons interested in concluding a work contract are instructed to send a telegram to the wharf with their home address included. All communications are to be sent to: Tyumenskaya Oblast, city of Salekhard, ulitsa Lenina, No 3, NIRPA wharf, Personnel Division. (5)

During the winter months there was a considerable movement of water transport workers into rural areas where these men worked at kolkhozes, sovkhoses, and MTS during the off navigation season. More than 30 highly qualified workers (including mechanics, lathe operators, blacksmiths, and welders) were sent from the

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Odessa Yard of Glavmorrechprom to work in MTS. More than 40 workers have been sent from the Cherepovets Shipbuilding and Ship Repair Yard. (25)

In the operational administration of the river fleet, certain innovations are being introduced which are intended to increase the efficiency of the fleet.

In the Moscow-Volga Canal Steamship Line, for example, results for the 1953 navigation season were quite satisfactory. The plans were fulfilled for freight and passenger transport, freight working in ports, and industrial production. The plan for transport by the barge-pushing method was doubled, 6 million rubles in profit above the plan were obtained, and the transport of consumer goods and agricultural freight was 15 percent over the 1952 level. Results could have been better, however, and profit higher if the line had not allowed almost 4 million rubles in unproductive expenditures. Damage from breakdowns and accidents alone cost 1.5 million rubles.

The cargo shipment plan for 1954 is 9 percent in tons and 7.9 percent in ton-kilometers higher than the actual figures for 1953 with the greatest increase in express cargo, 26 percent more than 1953. Half of this plan is already assured by contracts which have been concluded (including contracts with kol-khozes for the first time).

In the interests of fulfilling these 1954 increases and enlarging the profit, a new system of tug fleet operation will be employed on a large scale for the first time in the Moscow-Volga Canal, Dnepr, and Northwestern steamship lines. This reorganization will assign tugs to independent industrial plants on short and defined towing sectors (on the work principle used by the railroads). The Moscow-Volga Canal Steamship Line plans to establish repair and operational bases at the Khlebnikovo Yard, Shcherbakov Ship Repair Shops, Kalinin Ship Repair Shops, and Ivan'kovo Ship Repair Shops, all of which will lie on established towing sectors. The entire self-propelled transport fleet, which operates on the towing sectors adjoining these bases, will be assigned to them. Each base is to assume responsibility for all aspects of ship repair, crew replacement, creation of suitable living conditions, and supply of fuel and navigational equipment to the ships under its jurisdiction. The repair and operational base will be completely responsible for the continuous operation of each ship, for the fulfillment of the ship's plan, and the installation of cost accounting on board. The horsepower-days of useful work attributed to a base and its gross and commodity production will serve as the basic indices for the production and financial plan of that base, which in the course of its operations will work as an independent cost accounting enterprise. (1)

The Neman Steamship Line announced that contracts for water transport were being negotiated as of early 1954 with a deadline date for such contracts of 1 March. Interested parties were directed to write to Kaunas, ulitsa Tolstogo 5, Telephone 38-95; extension 51. (38)

[To indicate that the small boat owner had not been forgotten, the Navigation Inspection made the following announcement on 6 March 1954:]

Attention motorboat owners!

The Navigation Inspection of the Northwestern Basin announces that the qualifying commission of the Navigation Inspection of the basin (ulitsa Gertsena 37, Room 77) and of the Leningrad region (ulitsa Voinova 37/4) will begin issuing certificates on 20 March to persons owning motorboats.

Persons appearing before the commission should bring passport, certificate of registration for the boat, and affidavit from a physician attesting to the health requirements for motorboat operation.

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An examination will be given on the applicant's knowledge of rules of the road for inland navigation.(39)

[The following administrative personnel of the Ministry of Maritime and River Fleet have been identified by the press during the winter and spring 1953-54:]

- Shmonin -- chief of the River Transport Division, Glavnefteflot (Main Administration of the Petroleum Fleet).(5)
- Grabezhev -- chief of the Political Division, Yenisey Steamship Line.(25)
- Kudryavtsev -- chief of the Arkhangel'sk Seaport.
- Razuvaev -- chief of Onega Port.(5)
- Krotenko -- chief of the Dnepr Basin Construction Administration.
- Lazebnik -- chief engineer of the Dnepr Basin Construction Administration.(25)
- Kruglenko -- chief of the port of Makhachkala.
- Lugom -- chief of the Commercial Division of the port of Makhachkala.
- Vinogradov -- deputy chief of the Main Administration of Material and Technical Supply.
- Kochnev -- chief of the Division of Ports and Commerce, Glavnefteflot.(20)
- Yu. Orlov -- chief of the Gor'kiy Regional Administration, Volga Freight Steamship Line.(27)
- Rykachev -- deputy chief of the Technical Administration, Minmorrechflot (Ministry of the Maritime and River Fleet).(25)
- Biryukov -- director of the Ulan-Ude Ship Repair Yard (zavod).(11)
- B. Radashevich -- deputy chief of the Moscow Basin Construction Administration.
(25)
- Shadskiy -- chief of the Political Division, Moscow-Volga Canal Steamship Line.
- Zareyev -- deputy chief of the Moscow-Volga Canal Steamship Line.
- Zharinov -- chief of the Division of Ports and Wharves, Moscow-Volga Canal Steamship Line.(1)
- Yesaulenko -- chief of the Political Division, Amur Steamship Line.(40)
- Nesterov -- deputy chief of Glavsevzapflot (Main Administration of the Northwestern Fleet).(41)
- Sivtsov -- chief of the Riga Seaport.
- Sorokin -- chief of the Political Division, Baltic Steamship Company.(6)
- Moseychuk -- chief of the Political Division, Northwestern Steamship Line.
- Kudryashov -- deputy chief for Komsomol work of the Political Division, Northwestern Steamship Line.

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Sazhin and Zotov -- deputy chiefs, Northwest Steamship Line.

Bakayev -- deputy minister, Minmorrechflot.

Kharyukov, Levyant, Molev -- directors of the Dry Cargo Transport Division, Glavtsenttroflot (Main Administration of the Central Basins Fleet and Ports).

Lozinskiy -- deputy chief of Glavtsenttroflot.

Sviridov -- deputy chief of the Transport Administration, minmorrechflot.(20)

The Fishing Fleet

The fishing harbors of Mangali (at the mouth of the Daugava River) are used by large numbers of fishing vessels including trawlers and motor boats from the Riga and Lepaya bases of Gosmorlov (State Fishing Enterprises), ships of the Riga motorized fishing station, and Estonian processing ships. The Estonian ships are based in Riga temporarily since Pyarnuskiy Zaliv (Gulf of Pyarnu) is frozen.

In spite of heavy seas and fog, the ships are doing quite well in their January plans. At the Riga base, for example, the SMB-20-25 (Capt Tyshkins) completed 70 percent of the monthly plan by 12 January. By the same date, the MRT-108 (Capt Rozitis) had completed 53 percent of the plan, and the MRT-109 (Capt Silgeylis) 53 percent, in spite of repetitive repairs.

The entire fishing fleet was not able to leave port, however, after the sighting of fish because of needed repairs. Of the 19 ships operating with the Riga base of Gosmorlov, eight are undergoing repairs. The MRT-109 of this base had her trawl winch repaired on 12 December and put to sea, but on 17 December she returned to port for repairs to the same winch. Repairs took 5 days, after which the ship again put to sea. On 12 January, however, the same winch broke down once more. The MRT-99 has been undergoing repairs for over 2 months, and motorboat No 17 has been launched but after only superficial repairs. This type of work is typical of the Mangali Shipyard (Director Lebedev, Chief Engineer Aptel).(42)

In the Barents Sea, the trawlers of the Northern Fishing Trust are operating with considerable success. Twelve of the ships operating there completed the quarterly plan by March, including the Del'fin, Pechora, Pechorets, and Baku. (43,44) The trawlers Belomor, Pelikan, and Vorkuta are also operating with the group.(45)

The herring fishing season is in full swing on the Caspian Sea where almost the entire fishing fleet of the kolldoz fishermen's union and the Turkmen Fishing Trust have been sent to the southwestern shore to take part in the catch.

Ships loaded with herring moor daily at the Krasnovodsk Fish Combine and Ogurchinskiy Island fish processing plant.(46)

The severe winter in the Caspian Sea this year has hampered operations to some extent. On 4 March, six fishing launches were caught in heavy ice while attempting to enter the port of Makhachkala. The icebreaker Sergo Ordzhonikidze under the command of Captain Lesnykh and the seiner Pushkin were sent to the aid of the launches, and a channel was cut for them through the two-meter thick ice. (12)

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The Soviet fishing fleet is being increased in size by the addition of vessels from several sources. The fishing and transport fleets of Primor'ye, Sakhalin, and Kamchatka have been enlarged by vessels sent from the Baltic Sea. The group includes many floating freezer-refrigerators, several hunter schooners, and transport ships for carrying whale oil and fuel.(47)

The Astrakhan' Shipyard imeni S. M. Kirova is series-producing sail fishing vessels which are equipped with 20-horsepower auxiliary engines and generators for light. The first ships produced are being sent to Aral'sk, Ural'sk, Baku, and Kamyshin.(48)

The Tallin Shipyard of Glavrybprom (Main Administration of the Fishing Industry), Estonian SSR, is delivering the first motor fishing boats produced in 1954 to motorized fishing stations. An additional 70 of these boats are to be delivered during the spring.

This shipyard does not produce exclusively for the Estonian SSR, however. Five of these motor boats were sent to the Belorussian SSR for use in inland water fishing there.

In addition, engineers from the Tallin Shipyard were sent to the Far East recently to the offices of Glavsakhalinrybprom (Main Administration of the Sakhalin Fishing Industry) where they studied local conditions and needs. As a result of these studies they developed plans for two types of motorboats, the Tallin and the Pyarnu. In March, the first of these ships was produced at the Krasnogorsk Shipyard (Southern Sakhalin).(49)

The Soviet whaling flotilla Slava, under the command of Captain A. Solyanik, has left the Antarctic and is sailing northward for the Black Sea. It is customary for the Slava to stop at the South African port of Capetown before proceeding on the trip home.

The personnel of the flotilla fulfilled their plan for the trip. A total of 3,092 whales were taken and the processing ship extracted a total of 28,750 tons of whale oil. This was far above the total recorded for any previous trip.(11)

In the Far East, the whaling flotilla Aleut has put to sea and has arrived at the whaling grounds after 4 days' sailing.

The ships Trudfront and Kasatka have begun the hunt for whales, while the whaling ship Avangard is still under way to join the flotilla.(50)

The Arctic

The S/S Msta has sailed from Murmansk for Spitsbergen on its third trip there of 1954, an unusually large number of voyages completed so early in the year. The crew of the Msta opened the season on the regular cargo run from Murmansk to Spitsbergen a month earlier than usual.

On its last trip the ship was caught in a force 9 [Beaufort] storm, but was able to sail safely into Ice Fjord.(51)

The S/S Askol'd, under the command of Captain A. Oganov, is presently located in the Greenland Sea at 78 degrees north latitude.(11)

In conjunction with the increase in vessel activity on the Yenisey River, a new passenger landing stage was built at Dudinka in the fall of 1953.(51)

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Noril'sk, the city served by the port of Dudinka, is growing and improving also. During the last year a considerable amount of housing has been built there in addition to theaters, schools, stores, and clinics. Sevastopol'skaya Ulitsa, Oktyabr'skaya Ulitsa, Gvardeyskaya Ploshchad', and Teatral'naya Ploshchad' have been paved with asphalt, and bus service has been opened in the city.(52)

At the mouth of the Yenisey River, the inhabitants of Ostrov Dikson (Dikson Island) have organized a well-run settlement. There are two clubs in the village, four libraries, and several motion picture theaters. The worker's club in the maritime port will be rebuilt and expanded this year.(53)

Soviet Vessels in Foreign Voyages

Under the command of Captain M. Fomin, the new tanker Leningrad made its maiden voyage at the end of January to the Chinese People's Republic and returned to Odessa on the eve of the first of May. The ship was delivered to the Black Sea Steamship Company early in 1954 by Soviet shipbuilders.

The Black Sea Steamship Company's ship M/V Krasnodar is under way for the Black Sea after completing a trip to the Indian port of Madras. En route to Madras, the Krasnodar encountered the schooner Adam Gamid which had been disabled by a severe storm, and the Soviet ship rendered aid to the disabled craft in the form of food, water, and a compass. This aid was widely reported in the Indian press.(11)

The M/V Nogin sailed in the spring from Odessa for the Albanian port of Durres with food and medical supplies from the Soviet Red Cross and Red Crescent societies.(5)

The S/S Apsheron has arrived in Buenos Aires after stopping in Rosario for freight. As in Rosario, visitors from commercial establishments and organizations are boarding the ship. About 8,000 people have visited the ship to date.(54)

The new passenger ship S/S Aleksandr Mozhayskiy reached Vladivostok on 19 May where it will be put into service between Vladivostok and ports to the north. The ship is painted a brilliant white and boasts comfortable cabins, three dining rooms, music and cultural salons, a motion picture theater, and children's room.(55)

The M/V Sergo has returned to Odessa after sailing a distance of 43,000 miles in 1 month, during which time it visited many maritime and river ports in the eastern hemisphere including the Chinese cities of Tsingtao, Shanghai, Dairen, and others.(3)

The M/V Marshal Govorov is under way in the Red Sea on her way from the Chinese port of Chefoo [Yen-t'ai] to Odessa.(6)

The S/S Sevzaples recently returned to Vladivostok from a voyage to China. In Canton the crew of the ship was entertained at the seaman's club by Chinese sailors.(53)

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